

**PROJECT TYPE** Sidewalk  
**APPROXIMATE LENGTH** 1,000 lf  
**COST ESTIMATE** \$840,000

**2007-015 33<sup>rd</sup> Avenue NE**  
between NE 125<sup>th</sup> St and NE 130<sup>th</sup> St

## APPLICANT PROBLEM

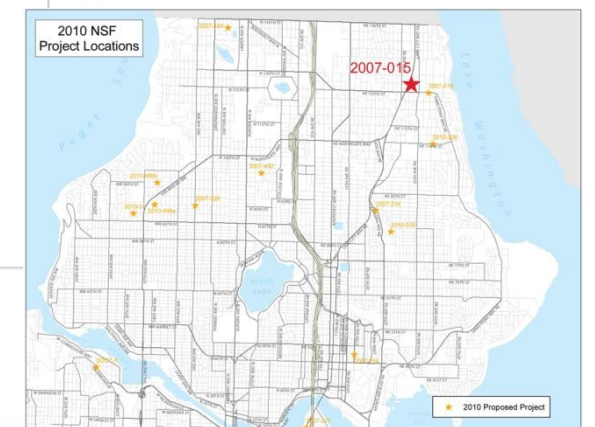
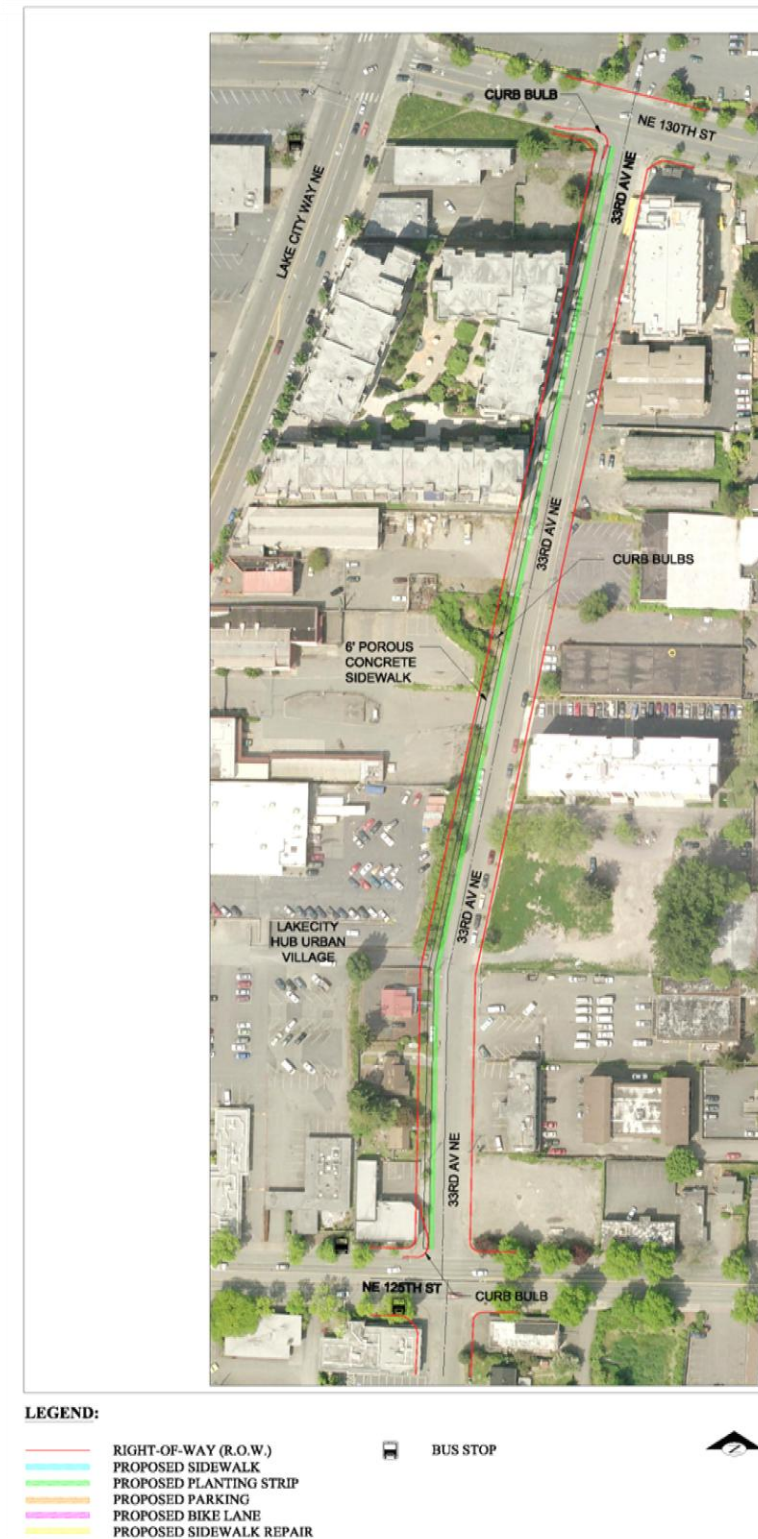
As a key street within the Civic Core and Hub Urban Village, it should be a pedestrian focused street, but it has been neglected for decades. As a result, there is speeding traffic with no traffic calming, poor drainage and pooling of storm runoff, and short disconnected sections of sidewalks only at the north end of the block and in front of a Seattle Housing Authority building. The shoulders are muddy and covered with blackberry and other weedy plants. Cars park in a disorganized pattern on the shoulders and in areas marked on the street for pedestrians. Some of them are stolen and/or abandoned. Other parked cars house homeless. There is dumping of everything from furniture and appliances to fast food trash. The street edges are broken or in some places have potholes. There is poor street lighting and no lighting down at the pedestrian level. Pedestrians are forced to walk out into the middle of the street causing vehicular traffic to weave and dodge around them.

Pedestrian counts show there are on average 60 pedestrians per hour anytime during daylight hours. Vehicular traffic has been observed and documented at 60 to 75 per hour during peak hours and have been clocked at speeds up to 38 miles per hour. Fred Meyer is located at the north end of the street on NE 130<sup>th</sup> which is a destination for about half the pedestrians using the street. It is also a route to bus stops at both ends, and to designated east-west passageways/connections to the retail stores on Lake City Way. There are many immigrant families living in surrounding apartments and rental homes that use this as a route to the North Seattle Family Center and find themselves on occasion stranded in the middle of intersections trying to cross. There are also many seniors and residents with disabilities who use canes, walkers, and scooters to get to services, shopping, and home again. This is a dense housing area with almost continuous multi-unit structures on 35<sup>th</sup> Ave NE, 33<sup>rd</sup> Ave NE and 32<sup>nd</sup> Ave NE from NE 120<sup>th</sup> to NE 130<sup>th</sup>, and if the city's comprehensive plan is met for increased population, there will be an additional 2,820 residents. There are already 900+ units proposed on the east side of the 33<sup>rd</sup> Ave NE of which LIHI housing was just completed before the holidays and SHA family housing to be completed in the next year or two. A park and a community garden are also planned. This dense, diverse population deserves something better and safer. With the City's focus on social justice and equity, it should be a high priority.

## APPLICANT SOLUTION

A design planning process for 33<sup>rd</sup> Ave NE should be complete this coming March. For the block between NE 130<sup>th</sup> and NE 125<sup>th</sup>, a ROW cement concrete sidewalk is proposed for the west side of the street that would include low impact development, vegetation, and natural storm drainage features such as rain garden collection green "spots" along the sidewalk. It would bump out at the south end of the block to provide shorter crossing distances for pedestrians and calming of speeding traffic. It would become wider toward the north end before its connection with the Solara sidewalk to incorporate a small natural area associated with Little Brook (a tributary to Thornton Creek). This would provide more traffic calming and a small seating area with bike racks for seniors and others to rest and enjoy the creek.

Pedestrian level lighting would be added. There is less likely to be development on the west side of the street down to the street level with the existing large retaining wall, steep drop to the street level, and Little Brook creek daylighted there. During the planning process, participants said they wanted 33<sup>rd</sup> Ave NE to become a pedestrian focused street, and feel like a long linear park that has characteristics of our northwest natural areas. Doing the project on the west side provides the opportunity to realize this planning goal in a continuous and consistent manner that would help designate this as part of the Civic Core, provide a safer pedestrian experience that meets the city's goals of encouraging more people to walk, and help protect our natural resources. The cost estimate provided by the planning consultant is \$430,000.



Bridging the Gap Neighborhood Street Fund

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)  
REVIEW

Widen the existing roadway on the west side by seven feet and install a new curb, five foot planting strip and porous concrete sidewalks. Construct curb bulbs on the west side at 125th, the creek crossing and 130th.

No work is proposed on the east side. This recommendation is based on a draft director's rule dated March 1, 2010. It is anticipated that the director's rule will not be finalized until the end of 2010. Some of the design details may need to change depending on the finalization of the director's rule.

Constructability

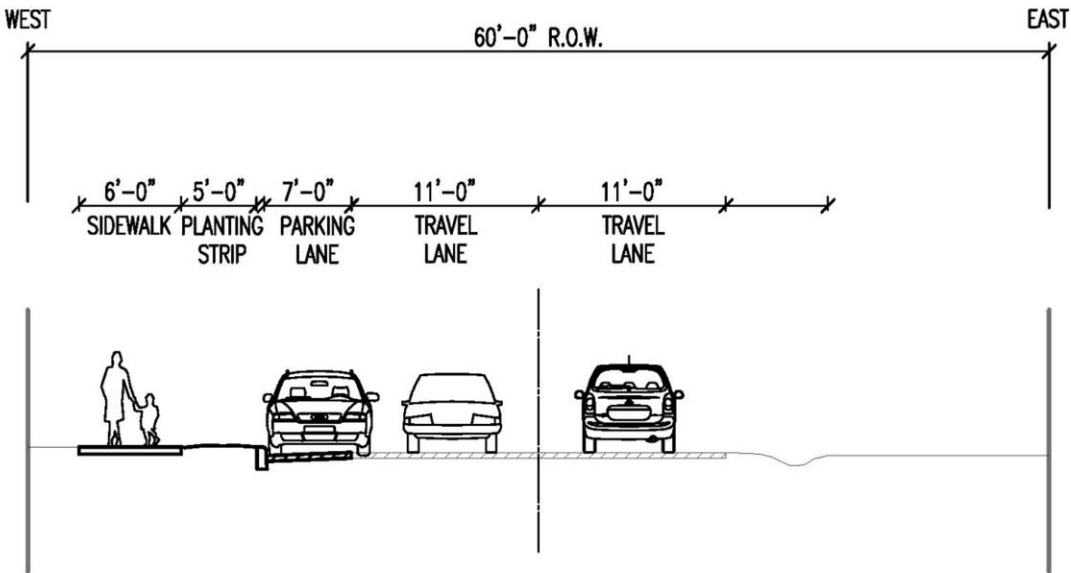
- Properties on the west side of the road sit above the road grade, so retaining walls and driveway reconstruction will be required.
- Working around the creek crossing at NE 130th will be an issue during permitting and construction

Community Issues

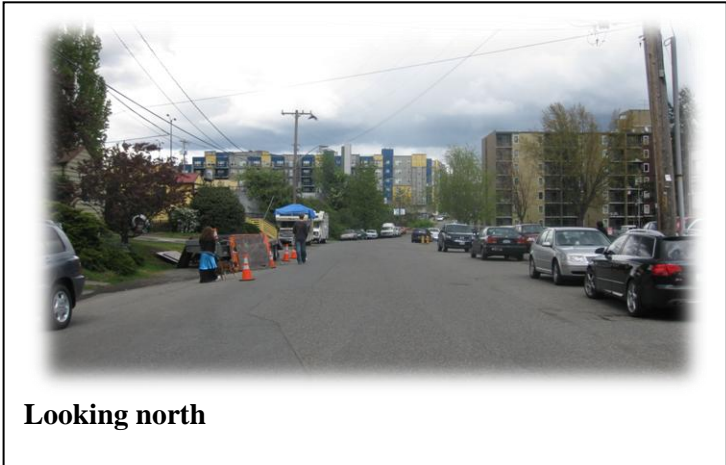
- 33<sup>rd</sup> Ave NE has a long history of community support starting with the North District Neighborhoods Plan adopted in 1999 which designated it as a “Green Street”.
- Outreach with the community will be needed to address impacts to their property where driveways are to be rebuilt and walls installed.
- SDOT will need to work with the US Postal Service regarding the relcations or consolidations of mailboxes.
- Environmental impacts to the creek will need to be addressed.

Benefits

- Improves pedestrian safety and access to the recently built sidewalk at the north end of the project.
- Improves access to the Lake City business district to the east and Seattle Housing Authority developments on the westside of the street.
- Improves pedestrain safety and security by providing pedestrian-scale lighting.
- Improves access to/from transit stops on N 125<sup>th</sup> Street and Lake City Way.
- Includes sustainable design features by installing sidewalk with porous concrete.



33RD AVE NE - NE 125TH ST to NE 130TH ST  
SCALE 1/8" = 1'- 0"



Looking north



Looking north